

WINE AND SPIRITS
MERCHANT
CHAZALON & CO.
MAKERS
OF
FRENCH
COGNAC
AND
BRANDY
F. & J. CHAZALON
11, QUEEN'S ROAD,
HONGKONG.

The China Mail.

ESTABLISHED 1845

St. GEORGE'S
BUILDING
DISS BROS.
Tailors.

No. 18,895.

號八廿月二年七零百九千一英

HONGKONG, THURSDAY, FEBRUARY 28, 1907.

日六十月正年未丁

PRICE, \$8.00 Per Month.

Intimations.

WHO'S WHO IN THE FAR EAST.

THE
ONLY BOOK OF REFERENCE
WHICH GIVES
BIOGRAPHIES
OF THE
PROMINENT MEN OF
THE FAR EAST

IS NOW ON SALE
Price \$10.

FORWARDED TO ANY ADDRESS.

Obtainable from the Publishers—
S. QUEEN'S ROAD CENTRAL,
Hongkong.

Hongkong, July 10, 1906.

HONGKONG GYMKHANA CLUB.

A MEETING OF MEMBERS will be held at the Gymkhana Club on FRIDAY, the 1st March, 1907, at 8 p.m.

Business: To arrange the programme and the date for the first Gymkhana.
R. F. O. MASTER,
Hon. Sec. and Treasurer.
Hongkong, February 28, 1907. 370

ST. STEPHEN'S COLLEGE.

FIRST TERM will begin on FRIDAY, March 1st.
For Prospectus, apply to
THE WARDEN.
Hongkong, February 27, 1907. 373

LOST.

STONE CHARM of Watch Fob with Gold Band round Stone. Band held by three Silver Links. Reward if returned to
J. H. B.
Care of 'CHINA MAIL' Office.
Hongkong, February 27, 1907. 378

ST. JOHN AMBULANCE ASSOCIATION.

LECTURES to LADIES on HOME NURSING will be given by Dr. W. M. ROSE, at St. Paul's College on FRIDAYS, at 5 p.m. Commencing FRIDAY, March 8th. An attendance fee of \$2 will be charged.
F. T. JOHNSON,
Hon. Secretary.
Hongkong, February 27, 1907. 375

WANTED.

LADY TYPIST, able to write shorthand. Reply stating special previous experience and salary required.
Address: B. Box 38 B,
Hongkong, February 27, 1907. 379

WANTED.

CHINESE, speaking and writing English, age about 25, to act as SHORFF and GENERAL CLERK; single age, previous experience, salary required.
Address: B. P. O. Box 38 B,
Hongkong, February 28, 1907. 369

WANTED.

SITUATION as LADY'S MAID. Good Packer, Renovator, and Hairdresser. Plain Dressmaker, knowledge of Millinery. Good references—English—age 31.
Address: 'A. B. C.',
Care of 'CHINA MAIL' Office.
Hongkong, February 11, 1907. 292

WANTED.

BY JOURNALIST, concluding agreement in April next. POSITION as REPORTER in Hongkong or any part of the Far East.
Further particulars from
'T.'
Care of 'CHINA MAIL' Office.
Hongkong, January 28, 1907. 185

NOTICE.

MR HERBERT RICHARD BUDD HANCOCK is this day authorized to sign the name of our Firm.
SHEWAN, TOMES & Co.
Hongkong, February 16, 1907. 303

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12% per Share for the Six months ending 31st December, 1906, declared at Monday's Ordinary Yearly Meeting, will be payable at the premises of the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 26th February, and SHAREHOLDERS are requested to apply for DIVIDEND WARRANTS at the Company's Office, Queen's Buildings, New Prince Street, by Order of the Board of Directors.
THOS. T. ROSE,
Secretary.
Hongkong, February 25, 1907. 331

Business Notices.

W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONGKONG, 2,333 tons, Captain H. D. Jones.
s.s. FOWAN, 2,333 tons, Captain W. A. Valentine.
s.s. FATSHAN, 2,333 tons, Captain B. Branch.
s.s. KINSHAN, 1,995 tons, Captain J. J. Lonsdale.
s.s. HONGSHAN, 1,995 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 8 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. SUI-AN, 1,851 tons, Captain E. H. Grainger.
s.s. SUI-FAL, 1,851 tons, Captain G. F. Morrison.
Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m. The Company also run a steamer from Macao on Sunday morning at 8 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.
Departures from Macao to Hongkong on week days at 8 a.m. and 2 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAI-NAM, 588 tons, Captain J. Wilcox.
s.s. NANNING, 588 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the —
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hortel Mansions, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE.
Agents, CHINA NAVIGATION CO., LTD.

GREEN ISLAND CEMENT CO., LTD.

THE EIGHTEENTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the Office of the GENERAL MANAGERS, St. George's Building, Victoria, on SATURDAY, 2nd March, 1907, at 11 o'clock a.m. for the purpose of receiving the Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1906, declaring a Dividend and electing Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on MONDAY, the 26th February, until SATURDAY, 2nd March, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, February 19, 1907. 337

THE HONGKONG HOTEL CO., LTD.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of Shareholders will be held at the Company's Hotel on WEDNESDAY, the 6th March, 1907, at 12.30 p.m. for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1906, with the Report of the Directors, and to discuss any matter which may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED on the 28th Feb. to the 6th March, both days inclusive.

By Order of the Board,
G. MOONEY,
Secretary.
Hongkong, February 27, 1907. 574

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-EIGHTH ORDINARY MEETING of Shareholders will be held at the Office of the Undersecretary at 11 a.m. on THURSDAY, the 7th March, 1907, at 12.30 p.m. for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1906, with the Report of the Directors, and to discuss any matter which may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st inst. to the 7th March, both days inclusive.

By Order,
JARDINE, MATHESON & Co.,
General Managers.
Hongkong Fire Insurance Co., Ltd.
Hongkong, February 11, 1907. 280

THE CHINA FIRE INSURANCE CO., LIMITED.

THE THIRTY-EIGHTH ORDINARY MEETING of Shareholders in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 7th March, 1907, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st inst. to the 7th March, both days inclusive.

By Order,
GEO. L. TOMLIN,
Secretary.
Hongkong, February 8, 1907. 261

NATIONAL BANK OF CHINA, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the NATIONAL BANK OF CHINA, LIMITED, will be held at the HEAD OFFICE of the Bank, Victoria Buildings, Hongkong, on the Sixth day of March, 1907, at 2.30 o'clock in the afternoon, when the proposed Resolution will be proposed. That the Articles of Association be altered by striking out the word 'Three' in Article 111 and by substituting therefor the word 'Two' and by striking out the words 'each of whom shall be permanent resident in or near the Colony of Hongkong' in the same Article and also by striking out the words 'each of whom must be permanently resident in Great Britain' in Article 115. Should the Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

By Order of the Board of Directors,
G. C. MOXON,
Managing Director.
Hongkong, 22nd February, 1907. 352

DR T. YAMASAKI

Dental Surgeon
(JAPANESE DIPLOMA).
34, QUEEN'S ROAD CENTRAL
Opposite Post Office.

DR H. ISHIWARA

Dental Surgeon
(JAPANESE DIPLOMA).
244, SHAMPOON, CANTON.
Fees Very Moderate.
Latest American Methods.
NO CHARGE FOR EXAMINATION.
Hongkong, December 1, 1906. 2310

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.
EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.
FOR TERMS APPLY TO THE MANAGER.

榮 CHEE WING & CO. 榮

27, 28 and 29, LEE YUEN STREET (WEST),
HONGKONG.

DEALERS IN
All Sorts of COPPER, BRASS, STEEL,
IRON WARE, &c.

STEEL GIRDERS AND TEES,
CORRUGATED IRON, FIG IRON, &c.

Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS.
1223

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED (SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.
BEWARE OF IMITATIONS. SOLE MANUFACTURERS:
BELL'S ASBESTOS CO., LTD., LONDON.
LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND
OFFICE—6, DES VUEX ROAD.

LANE, CRAWFORD & CO.

SPECIAL VALUE

IN

ALL WOOL PYJAMAS

THREE WEIGHTS

Per Suit \$7.50 Per Suit.
ALL WOOL—UNSHRINKABLE.

LANE, CRAWFORD & CO.

Hongkong, February 23, 1907. 2040

KELLY & WALSH, LTD.

Life's Shop Windows, by Victoria Cross... 1.50
The Last Minute, by M. P. Shiel... 1.50
Mad - Sir Geoffrey, by Florence Warder... 1.50
Venus and the Woodman, by Vincent Brown... 1.50
A Beggar on Horseback, by S. R. Knightley... 1.50
The Love of Philip Hamden, by John Strange Winter... 1.50
From the Hand of the Hunter, by L. T. Meade... 1.50
Smoke in the Flame, by 'Iola'... 1.50
Sketches from Normandy, by Louis Beke... 1.50
Success in Life, by Emil Reiss... 1.50
Oppenheim... 1.50
The Memoirs of Constantine Dix, by Barry Pain... 1.50
The Last Hope, by H. S. Merriam... 1.50
Sir Richard Calmady, by Lucas Malt... 1.50
A Bride from the Sea, by Guy Boothby... 1.50
In Low Water, by Nat Gould... 1.50
Lectures on Modern History, by Lord Acton... 7.00
Mars and Its Canals, by P. Lowell... 2.00
The Russian Government and the Massacres, by E. Semanoff... 2.00
The World Machine. The Cosmic Mechanism, by O. Snyder... 6.00

SEE WOO

TAILOR, DRAPER AND OUTFITTER.
HAS REMOVED to new premises, 14, QUEEN'S ROAD CENTRAL.
Hongkong, January 20, 1907. 181

CHUN SENG,

TAILOR, DRAPER AND OUTFITTER,
39, QUEEN'S ROAD CENTRAL.

CLEARANCE SALE

NOW ON.

30 per cent. DISCOUNT.
Hongkong, February 20, 1907. 373

A. LING & CO.,

FURNITURE STORE
HAVE THIS DAY
MOVED TO
No. 19, QUEEN'S ROAD CENTRAL,
(KURN AND KORNOR).
Hongkong, February 1, 1907. 222

NORTH BRITISH AND MEROANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1906, £17,837,119.

Authorized Capital £3,000,000
Subscribed Capital £2,760,000
Paid-up Capital £2,760,000
II—Fire Funds £3,336,720 19 8
III—Life & Annuity Funds £15,762,898 8 5

Revenue Fire Branch... £17,837,119 8 1
Life & Annuity Branches... £1,713,898 19 10

£3,774,853 19 6
The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO.,
Agents.
1557

Business Notices.

GREEN ISLAND CEMENT CO., LTD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FAIRALL & CO

SPECIAL LINES

IN

SUMMER TWEEDS, SERGES and

FLANNELS

Suitable for the

PRESENT SEASON.

THE HONGKONG HOTEL.

UNRIVALED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
H. HAYNES, Manager.

HOTEL BALTIMORE

2, WYNDHAM STREET.
A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED, AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS. EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf. Terms Reasonable. Apply to THE MANAGER.

THE VICTORIA DISPENSARY

(Opposite the Clock Tower).
Family and Dispensing Chemists.
Importers of Wines and Spirits
AERATED WATER MANUFACTURERS.

N.B.—Prices have been considerably reduced on account of high exchange.
PRICE LISTS ON APPLICATION.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.
Hongkong, March 2, 1906

MEE CHEUNG, PHOTOGRAPHER

(Ice House Lane).
THE ROYAL VISIT.
BEAUTIFUL SOUVENIR PHOTOS.
TWENTY-EIGHT VIEWS IN HONGKONG AND CANTON.
On Sale in Sets or Separate Pictures.
Hongkong, February 19, 1907. 1781

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
8, QUEEN'S ROAD CENTRAL.

V. O. S.

AND
Extra Special Finest Liqueur

ARE THE BEST WHISKIES OBTAINABLE

Caldbeck, Macgregor & Co.,

WINE & SPIRIT MERCHANTS.
15, QUEEN'S ROAD CENTRAL.

Banks

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
Sterling Reserve, \$10,000,000
Silver Reserve, \$10,000,000
REMARKS LIABILITY OF.....\$10,000,000
PROFITABLE.....\$10,000,000

COURT OF DIRECTORS:—
G. H. MEDFORD, Esq., Chairman.
Hon. Mr. W. J. O'SHEA, Esq., Deputy Chairman.
G. H. MEDFORD, Esq., D. M. NISSEN, Esq.,
E. GOALS, Esq., A. J. RAYMOND, Esq.,
A. HUNT, Esq., R. SHAW, Esq.,
O. R. LONKMAN, Esq., N. A. SLAY, Esq.,
Esq.

CHIEF MANAGER:—
Hongkong—J. R. M. SMITH.
Shanghai—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 1/2 per cent. per annum.
" 6 " 3 " " "
" 12 " 4 " " "
J. R. M. SMITH,
Chief Manager.
Hongkong, February 16, 1907.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
J. R. M. SMITH,
Chief Manager.
Hongkong, January 12, 1907.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP.....£2,000,000
RESERVE FUND.....£2,000,000
RESERVE FUND.....£2,000,000

INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. on the daily balance.
On Fixed Deposits for 12 months 4 1/2 per cent.
" 6 " 4 " "
" 3 " 3 " "
T. F. COCHRANE,
Manager.
Hongkong, May 17, 1906.

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

AUTHORIZED CAPITAL.....Yen 5,000,000.
PAID-UP CAPITAL.....Yen 2,500,000.
RESERVE FUND.....Yen 2,500,000.

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES AND AGENTS:—
Amoy, Kobe, Tientsin,
Anping, Nagasaki, Tamsui,
Fuzhou, Osaka, Yokohama,
Keelung, Shanghai, Swatow.

HONGKONG OFFICE:—
3, DES VIGES ROAD.
Interest allowed on Current Accounts.
Deposits received on terms which may be learnt on application.

D. TORDOW,
Manager.
Hongkong, January 23, 1907.

THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,000,000.
PAID-UP CAPITAL.....£1,000,000.
RESERVE FUND.....£1,000,000.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. on the daily balance.
On Fixed Deposits for 12 months 4 1/2 per cent.
" 6 " 4 " "
" 3 " 3 " "
E. ORMISTON,
Manager.
Hongkong, April 21, 1906.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED.....Yen 24,000,000.
CAPITAL PAID-UP.....Yen 24,000,000.
CAPITAL UNPAID.....Yen 24,000,000.
RESERVE FUND.....Yen 13,700,000.
Special Reserve Fund.....Yen 1,000,000.

HEAD OFFICE:—YOKOHAMA.

BRANCHES AND AGENTS:—
TOKYO, KOREA, MANCHURIA,
LONDON, LYONS, NEW YORK,
SAN FRANCISCO, HONOLULU, BOMBAY,
SHANGHAI, TIENTSIN, NEWCHANG,
DALY, Peking, MOORE,
PORT ARTHUR, CHIOFOO, TIE-LING,
FOKIA.

LONDON BANKERS:—
The London Joint Stock Bank, Limited,
The Union of London and Smiths Bank, Limited.

HONGKONG BRANCH:—Interest allowed.
On Current Accounts at the rate of 2 1/2 per cent. on the daily balance.
On fixed deposits for 12 months, 5 1/2 per cent.
On fixed deposits for 6 months, 4 1/2 per cent.
On fixed deposits for 3 months, 3 1/2 per cent.

TAKAO TAKAMOTO,
Manager.
Hongkong, September 22, 1906.

MIYAKO HOTEL.

KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

TYPEWRITERS! TYPEWRITERS!!

Typewriters repaired, cleaned, overhauled, and broken parts duplicated under expert supervision.

Old Machines Renovated. Terms Very Moderate.

SATISFACTION GUARANTEED.

BICYCLES

FOR SALE, REPAIR, EXCHANGE AND HIRE.

THE DRAGON CYCLE CO.,
11, D'Almeida Street.

Hongkong, February 16, 1907.

USE ONLY & USE ALWAYS

ATKINSON'S MOST REFRESHING.

A LUXURIOUS PERFUME IN HEALTH.

Far Superior to the German Kinds.

A NECESSARY RESTORATIVE IN SICKNESS.

EAU DE COLOGNE

HOLLOWAY'S PILLS

For Indigestion, Heartburn, Biliousness, Jaundice, and all Complaints of the Liver and Kidneys.

THEY ARE INVALUABLE

FOR THE USE OF FEMALES.

Manufactured only at 78, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

Banks.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS.....\$10,000,000.
PAID-UP CAPITAL.....\$5,000,000.
RESERVE FUND.....\$5,000,000.

HEAD OFFICE:—NEW YORK.

LONDON OFFICE:—TRINITY HOUSE, E.C.

LONDON BANKERS:—
National Provincial Bank of England, Ltd.
The Capital and Counties Bank, Ltd.

BRANCHES & AGENTS ALL OVER THE WORLD.

THE Corporation Transacts every description of Banking and Exchange business, receives money in Current Accounts at the rate of 2 1/2 per cent. on the daily balance and accepts Fixed Deposits at the following rates:—
For 12 months 4 1/2 per cent. per annum.
For 6 " 4 " " "
For 3 " 3 " " "
No. 2, QUEEN'S ROAD CENTRAL, HONGKONG.
CHAS. R. SCOTT,
Manager.
Hongkong, January 3, 1907.

NEDERLANDSCHE HANDEL, MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY)

ESTABLISHED 1834.

PAID-UP CAPITAL.....Fl. 45,000,000 (£3,750,000).
RESERVE FUND.....Fl. 5,000,000 (£417,000).

HEAD OFFICE:—AMSTERDAM.

BRANCHES:—AT SINGAPORE, SOERABAYA, SEMARANG, INDRAMAYUR, BANDONG and Weltevreden.

CORRESPONDENTS:—At Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, etc.

(The Williams Deacons Bank, Ltd. Bankers.)

PARIS:—Comptoir National d'Escompte de Paris.

BERLIN:—Deutsche Bank.

BRUSSELS:—Banque de Paris et des Pays.

VIENNA:—Union Bank.

ROME:—Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit, payable in all important places of the world, and transacts every description of Banking and Exchange business.

INTEREST ALLOWED:—
On Current Accounts at the rate of 2 1/2 per cent. on the daily balance.
On fixed Deposits 12 months 4 1/2 per cent.
" 6 " 4 " "
" 3 " 3 " "
No. 10, DES VIGES ROAD CENTRAL, HONGKONG.
L. ENGEL, Agent.
Hongkong, February 28, 1906.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

HEAD OFFICE:—HONGKONG.

AUTHORIZED CAPITAL.....£2,000,000.
PAID-UP CAPITAL.....£2,000,000.
RESERVE FUND.....£2,000,000.

LONDON BRANCH:—
61, OLD BROAD STREET, E.C.

MANAGER:—GEORGE MURDO.

LONDON BANKERS:—
Parry's Bank.

Commercial Bank of Scotland.

The Bank grants drafts and telegraphic transfers and conducts every description of Eastern Banking business.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. on the daily balance.

On Fixed Deposits for 12 months 5 per cent.

" 6 " 4 " "

" 3 " 3 " "

G. C. MOXON,
Managing Director.
Hongkong, September 28, 1906.

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1863.

AUTHORIZED CAPITAL.....Fl. 15,000,000 (£1,250,000).

PAID-UP CAPITAL.....Fl. 10,000,000 (£833,333).

RESERVE FUND.....Fl. 1,628,850.10 (£135,737).

HEAD OFFICE:—AMSTERDAM.

SUB-OFFICE:—THE HAGUE.

HEAD AGENCY:—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Semarang, Indramayur, Bandong and Weltevreden.

CORRESPONDENTS:—At Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, etc.

(The Williams Deacons Bank, Ltd. Bankers.)

PARIS:—Comptoir National d'Escompte de Paris.

BERLIN:—Deutsche Bank.

BRUSSELS:—Banque de Paris et des Pays.

VIENNA:—Union Bank.

ROME:—Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit, payable in all important places of the world, and transacts every description of Banking and Exchange business.

INTEREST ALLOWED:—
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" 3 " 3 " "
No. 10, DES VIGES ROAD CENTRAL, HONGKONG.
J. BOSCH, Manager.
Hongkong, November 1, 1906.

THE KINGSTON EARTHQUAKE.

Severe Condemnation of the Governor.

A Times correspondent in Jamaica writes under date Jan. 22:—

Development shows that there was no exaggeration in the earlier reports. The Governor's reports are totally wrong. The public relief committee is receiving and distributing aid from the Americans and others in spite of the continued opposition of Sir A. Swettenham, whose obstinacy exciting universal condemnation. The Daily Telegraph which resumed publication to-day, says in a leading article:—

"The Governor's conduct is absolutely reprehensible, and as inexplicable as it is reprehensible. Indeed, it affords conclusive proof that he is not the man who is wanted in Jamaica at the present crisis. We want a man, strong, controlling mind to direct operations. We want a man like Mr. Sydney Olivier or Sir Henry Jackson, of Trinidad, a man who will not spend his time and waste his energy in cavorting round the city, darning and sweating at officials who are endeavouring to do their work in a zealous and loyal manner, and humbling the other heads of departments in the presence of their subordinates. We admit that his Excellency has been working hard and that he has, apparently, not been able to maintain his self-control during a critical ordeal, and he is perpetually making the mistake of thinking that he is the only wise man in the community. If he were to learn to hold his tongue and also his pen and to sit down quietly at Headquarters House, issuing orders and receiving reports, he would find that there is no lack of able and devoted assistance at his hand, and he might yet be able to recover his reputation. But the people of this community, with possibly a few exceptions, have lost confidence in his powers of guidance and are indignant at his autocratic, bullying, and insulting manner."

With the object of pleasing the Americans, the Archbishop of the West Indies has sent the following telegram to President Roosevelt:—We all appreciate deeply American sympathy in our distress and the prompt visit of your men-of-war for our succour."

HINDOISM AND ITS DEBT TO THE NESTORIANS.

At a meeting of the Royal Asiatic Society, held on Jan. 15, Sir Raymond West, Vice-President, in the chair, a lecture on "Modern Hindoism and its Debt to the Nestorians" was delivered by Dr. G. A. Grierson. The lecturer said that from the earliest times there had been Christian colonies in India. Amongst these were a number of Nestorians, one of whose settlements was at Nylapore, near the present Madras. Here their faith became corrupted, and a joint worship, partly Hindu, and partly Christian, came into existence. Ramonuj, the author of the great protest against the Vedantic pantheism of Sankaracharya, was born and educated within a few miles of Nylapore. His doctrines differed widely from those of the orthodox Hindoism of his time, and where they differed from it they agreed with Christianity. His most important doctrine was that the Supreme Deity was a personal loving All Father, and that the released soul was not absorbed into God after death, but maintained an everlasting personal existence near Him, and became in its nature like Him. From this was derived the doctrine of Chakri, or of loving personal devotion to a personal God, who became incarnate to relieve the world from sin, and who was now in heaven, still a loving and personal Deity watching and guarding His followers. In the Parasara there was the extraordinary fact, that the ceremonies celebrating the birth festival of Krishna did not agree with the current legends of his birth, but had been altered so as to coincide with the Gospel narratives of the birth of Jesus Christ. The vernacular Chakri literature was full of reminiscences of Christianity. This dated from the fourteenth and fifteenth centuries, when the doctrine was first preached in Northern India, and was very widely adopted, causing the greatest religious revolution which India had seen—a revolution little considered by European writers because the evidence dealing with it was not written in Sanskrit. There were Indian saints of these times who maintained that right initiation meant being "born again." One plucked out his eye and cast it from him because it had offended him. Another cut off his right hand for the same reason. Kabi's doctrine of the Sabda, or word, must have been borrowed from the opening words of St. John's Gospel. In the supplemental meal to Kabi's followers, food and water were distributed as Kabi's special gift conferring eternal life, and portions of this food were reserved for the sick. This evidence, the lecturer said, showed that the great Indian reformation of the fourteenth and fifteenth centuries was inaugurated by a man borrowed from the Nestorian Christians of Southern India. In conclusion, he urged the study of the literature of Indian vernaculars as the only means of obtaining a knowledge of the hopes and fears, the superstitions and beliefs which built up the character of the modern Hindoo. On the motion of the Chairman, a vote of thanks was passed to Dr. Grierson.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last arrival at
Alacrity	despatch-boat	1700	12	3000	Comdr. E. La T. Leatham	Hongkong
Assurance	cruiser, 2nd class	4300	10	3000	Captain S. L. Vaneboe Lee	Shanghai
Brilliant	river gunboat	710	2	900	Lieut.-Comdr. Davidson	Yangtze
Britannia	river gunboat	710	2	900	Lieut.-Comdr. Bamber	Yangtze
Cadmus	steamer	1070	6	1400	Comdr. Luard	Hankow
Chorub	water tank and tug	390	—	370	—	Hongkong
Ollo	steamer	1070	6	1400	Comdr. H. D. Wilkin, D.S.O.	Hongkong
Diadem	cruiser, 1st class	11,000	18	6,500	Capt. Compton	Singapore
Flora	torpedo boat destroyer	360	8	2700	Lieut.-Comdr. Hughes	Hongkong
Flora	cruiser, 2nd class	4300	10	3000	Capt. Grant Dalton	Whampoa
Flora	torpedo boat destroyer	360	8	2700	Lieut.-Comdr. Cox	Whampoa
Flora	torpedo boat destroyer	360	8	2700	Lieut.-Comdr. Henricke Heaton	Whampoa
Flora	cruiser, 1st class	2800	6	3900	Lieut.-Comdr. W. H. Darwall	Whampoa
Flora	cruiser, 1st class	2800	6	3900	Capt. De Horsey	Singapore
Flora	cruiser, 1st class	14,000	14	30,000	Capt. Cecil F. Thurst, R.N.	Hongkong
Flora	cruiser, 1st class	14,000	14	30,000	Lt.-Comdr. E. V. R. Dugmore	Yangtze
Flora	cruiser, 1st class	14,000	14	30,000	Capt. A. J. Tuke	Hongkong
Flora	cruiser, 1st class	14,000	14	30,000	Lt.-Com. R. H. Vaughan	West River
Flora	cruiser, 1st class	14,000	14	30,000	Lieut.-Comdr. J. Kiddle	Whampoa
Flora	cruiser, 1st class	14,000	14	30,000	Capt. Woodcombe	Whampoa
Flora	cruiser, 1st class	14,000	14	30,000	Comdr. C. E. Moore	West River
Flora	cruiser, 1st class	14,000	14	30,000	Lt.-Comdr. C. O. Walcott	West River
Flora	cruiser, 1st class	14,000	14	30,000	Lt.-Com. E. H. Atty	Yangtze
Flora	cruiser, 1st class	14,000	14	30,000	Lt.-Comdr. Lyne	Hongkong
Flora	cruiser, 1st class	14,000	14	30,000	Commodore Williams	Hongkong
Flora	cruiser, 1st class	14,000	14	30,000	Lt.-Comdr. E. Secretan	Yangtze
Flora	cruiser, 1st class	14,000	14	30,000	Lieut.-Comdr. West	Shanghai
Flora	cruiser, 1st class	14,000	14	30,000	Lieut.-Comdr. Stevenson	Whampoa
Flora	cruiser, 1st class	14,000	14	30,000	Comdr. R. W. Glennie	Whampoa
Flora	cruiser, 1st class	14,000	14	30,000	Lieut.-Com. C. E. L. Thomas	Whampoa
Flora	cruiser, 1st class	14,000	14	30,000	Lt.-Comdr. G. B. Spicer-Simon	Upper Yangtze
Flora	cruiser, 1st class	14,000	14	30,000	Lieut.-Com. O. W. Wrightson	Upper Yangtze
Flora	cruiser, 1st class	14,000	14	30,000	Lieut.-Com. Jno. F. Knox	Upper Yangtze

* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Kaiser Franz Josef	Austro-Hungarian cruiser	4309	19	9000	Capt. Ferdinand Bublly	Shanghai
Pathner	Austro-Hungarian cruiser	1350	12	6000	Captain E. Koerber	Singapore
Achéron	French armoured cruiser	1736	10	1700	Lieut. Ferret	Haiphong
Adour	French receiving-ship	—	—	—	Lieut. Merle	Haiphong
Alce	French cruiser	3000	—	—	Capt. Fournier	Hongkong
Alouette	torpedo-boat	—	—	—	Commander Kerihuel	Cape St. James
Albat	French gunboat	123	—	600	Lieut. Jeannel	Canton
Caronde	French gunboat	—	—	150	Lieut. Huc	Saloon
Decide	French gunboat	645	10	1000	Lieut. L'Esot	Haifoo
D'Entrecasteaux	French cruiser	11,242	14	5500	Capt. Tracou	Saloon
Dosarates	French cruiser	3955	—	—	Comdr. Anet	Saloon
Duport-Thouars	French armoured cruiser	10,144	18	20,000	Lieut. Coquelin	Saloon
Eaton	French sub-marine	308	7	6300	Lieut. Garreau	Saloon
Francisque	French destroyer	350	7	950	Lieut. Saint-Saine	Hongkong
Fronde	French destroyer	350	7	950	Lieut. Saint-Saine	Hongkong
Gaydon	French cruiser	3576	18	20,000	Captain Nidoux	Saloon
*Guichen	French cruiser	3700	—	—	Lieut. Porter	Saloon
Henri Riviere	French gunboat	200	6	303	Lieut. Corlour	Haiphong
Jacquin	French gunboat	307	7	300	Comdr. Sagot-Duval	Saloon
Javeline	French destroyer	350	6	2390	Commander Simon	Saloon
Ker-wit	French cruiser	1250	6	—	Lieut. Armbruster	Saloon
Lynx	French sub-marine	—	—	—	Capt. Martel	Saloon
*Montcalm	French cruiser	3700	12	18,600	Lieut. du Chemin	Saloon
Mosque	French destroyer	290	6	800	Capt. Grélier	Saloon
Mir	French gunboat	—	—	—	Lieut. Larivière	Chungking
Paibo	French gunboat	—	—	—	Lieut. de Relanch Worth	Hongkong
Paulet	French torpedo-boat	350	7	890	Lieut. Glorieux	Saloon
Porée	French sub-marine	—	—	—	Lt. Vincent de Brichignas	Saloon
Rapier	French torpedo boat	—	—	—	Reserve	Saloon
Redoutable	French battleship	3437	8	6071	Lieut. Leball	Hongkong
Sabre	French destroyer	—	—	—	Capt. Dupuis	Saloon
Scyz	French gunboat	1796	10	1700	Capt. Torques	Saloon
Takung	French gunboat	250	6	—	Lieut. Dargmon	Saloon
Talant	French destroyer	6150	23	4680	Lieut. Brugnon	Hongkong
Vaulan	French battleship (reserve)	123	7	500	Captain Wilkens	Bangkok
Vicillante	French gunboat	11,000	31	14,000	Comdr. Barot on M. Hui's case	Tientsin
Furst Bismarck	German flag-ship	1007	10	1300	Comdr. Giebo	Tientsin
Hil	German gunboat	30	10	1900	Capt. Willemsen	Tientsin
Jaguar	German cruiser	4900	—	—	Comdr. Bolken	Bangkok
Leipzig	German cruiser	350	10	1544	Comdr. Lubbers	Tientsin
Möwe	German gunboat	1009	8	875	Capt. Wittebol	Hongkong
Noble	German cruiser	—	—	—	Capt. Lieut. Wing-Muller	Tientsin
S.	German torpedo-boat	—	—	—	Capt. Lieut. Walter	Tientsin
Taku	German torpedo-boat	900	10	1300	Capt. Abeken	Japan
Tiger	German gunboat	170	6	1300	Capt. Lieut. Giebler	Canton
Tientsin	German gunboat	—	3	600	Capt. Lieut. von Bulow	Yantze River
Vandal	German gunboat	—	3	500	Capt. Lieut. Ferboni	Yantze River
Vorwa	German gunboat	—	—	—	Capt. Marenco	Saloon
Calabria	Italian cruiser	3000	—	—	Captain Borea Ricci	Shanghai
Elba	Italian cruiser	2350	10	7471	Captain Presbiteri	Shanghai
Marco Polo	Italian cruiser	3600	29	7000	Capt. Pasquetti	Hongkong
Paglia	Italian cruiser	2498	29	7000	Baron de Saint Pierre	Hongkong
Vesuvio	Italian cruiser	2145	—	—	Captain d'Antes Ribeiro	Macao
Adamaster	Portuguese cruiser	1960	14	4000	Captain Carvalho	Philippines
Rio Lima	Portuguese gunboat	720	—	—	Ensign A. K. Shoup	Japan
Arayat	U. S. gunboat	—	—	—	Lieut. Woodward	Manila
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Capt. Sargeant	Hongkong
Baltimore	U. S. cruiser	4500	—	—	Lieut. Irwin	Canton
Barry	U. S. torpedo-boat destroyer	420	7	8000	Ensign Guy Willock	Manila
Calho	U. S. gunboat	690	10	208	Commander Alex. Sharp	Manila
*Chattanooga	U. S. cruiser	3100	25	4500	Lieut. E. F. Jones	Manila
Cincinnati	U. S. torpedo-boat destroyer	420	7	8000	Comdr. W. F. Robinson	Manila
Colorado	U. S. cruiser	3215	19	7500	Capt. S. Stanton	Manila
Concord	U. S. battleship	13,500	—	—	Comdr. C. J. Boush	Philippines
Dah	U. S. gunboat	—	—	—	Reserve	Manila
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Reserve	Manila
Elcano	U. S. gunboat	420	7	8000	Reserve	Philippines
Pennsylvania	U. S. gunboat	650	10	6000	Lt.-Comdr. H. Rodman	Manila
Maryland	U. S. battleship	13,500	—	—	Capt. T. C. McLean	Manila
Minnesota	U. S. battleship	13,500	—	—	Capt. R. L. Rowell	Manila
*Ohio	U. S. gunboat	300	8	3000	Comdr. W. F. Coffin	Manila
Paraguay	U. S. gunboat	12,000	—	—	Captain Logan	Yokohama
Taruma	U. S. gunboat	201	3	250	Ensign J. W. Hayward	Canton
Pathfinder	U. S. gunboat	690	—	—	Ensign A. B. Reed	Canton
Quincy	U. S. gunboat	690	—	—	Comdr. Stedahl	Hongkong
Rawnow	U. S. cruiser	4000	14	—	Lieut. C. E. Train	Manila
Raleigh	U. S. cruiser	4000	18	7500	Comdr. L. O. Gilmore	Manila
West Virginia	U. S. battleship	13,500	—	—	Capt. O. F. Fletcher	Manila
Washington	U. S. gunboat	1287	8	1894	Capt. Arnold	Shanghai
Winconsin	U. S. gunboat	1287	8	1894	Lieut. F. L. Pimney	Manila
	U. S. battleship	12,000	50	12,000	Commander W. L. Rodgers	Manila
					Captain Franklin J. Drake	Manila



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CO., Snow Hill, Holborn Viaduct, E.C.
D. J. KYNNE & CO., 1, Whitefriars
St., E.C. MAYHEW & CHOWELL,
St., 11, 12, New Bridge St., E.C.
MILTON & CO., 22 Glasshouse St.,
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PARIS AND EUROPE:—MAYNOR,
PAYET & CO., 18 Rue de la Orange
Rochette, Paris. The Rev. Dr. HART,
D.O.L., 12 Rue Vierge, Paris.

NEW YORK:—THE CHINESE EMPEROR
OFFICE, 52, West 22nd Street.

SAN FRANCISCO and American Ports
generally:—BEAN & BLACK, San Fran-
cisco.

AUSTRALIA, TASMANIA, AND NEW
ZEALAND:—GORDON & GORDON, Mel-
bourne and Sydney.

Ceylon:—W. M. SMITH & CO., The
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HAVE JUST RECEIVED A SPLENDID

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IN DIAMONDS,

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GOLD & SILVER WARE.

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CLOCKS & OPTICAL GOODS

suitable for

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All goods marked at present RATE of

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Hongkong, December 5, 1906. 2342

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JUST RECEIVED

NEW DRESS GOODS,

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WEAR, INFANTS' HOODS, BOOTS,

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and a New Assortment of RIBBONS, etc.

Every Convenience in the

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TO ORDER THE

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THE NEW MODEL

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THE LATEST CREATION

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BUILDINGS.

Hongkong, February 20, 1907.

BIRTH.

ENTER.—On February 21, at 18, Colson

Road, Shanghai to Mr and Mrs W. A.

ENTER, a Daughter.

MARRIAGE.

HUMBERT ROCHES.—On January 15,

at Holy Trinity Church, Selhurst, by the

Rev. C. Bokenham, FREDERICK HUMBERT

to MARIE, elder daughter of the late Thos.

Rochester, of Launceston, Tasmania.

MEMOS. FOR TO-MORROW.

Meetings.

5 p.m.—Meeting of Hongkong Gym-

khana Club at Messrs Johnson, Stokes

& Master's Office.

9 p.m.—Meeting of Zeland Lodge.

Amusements.

9 p.m.—Performance at City Hall.

General Memoranda.

SATURDAY, March 2:—

11 a.m.—Meeting of Green Island Co-

vent Co., Ltd., at Messrs Shawan,

Tomes & Co.'s Office.

MONDAY, March 4:—

Goods per Hongkong Maru undelivered

after this date subject to rent.

Goods per Emma not cleared at 4 p.m.

on this date subject to rent.

TUESDAY, March 5:—

12.30 p.m.—Meeting of National Bank

of China, Ltd., at Head Office.

Noon—Auction of German Str. Apenrade

at Mr Geo. P. Lammer's Sales

Rooms.

2.45 p.m.—Auction of Household Furni-

ture, &c., at Mr Geo. P. Lammer's

Sale Rooms.

5.30 p.m.—Organ Recital in St John's

Cathedral.

WEDNESDAY, March 6:—

12.30 p.m.—Meeting of Hongkong Hotel

Co., Ltd., at Co.'s Hotel.

2.45 p.m.—Auction of Household Furni-

ture, at No. 3, Des Vaux Villas, 62,

Peak.

Goods per Nitz not cleared at 4 p.m.

on this date subject to rent.

THURSDAY, March 7:—

11 a.m.—Auction of 1 Motor Car at Mr

Geo. P. Lammer's Sales Room.

11 a.m.—Meeting of Hongkong Fire

Insurance Co., Ltd., at Messrs Jardine,

Matheson & Co.'s Office.

Noon—Meeting of China Fire Insurance

Co., Ltd., at Co.'s Office.

Goods per Glenstrae not cleared on this

date subject to rent.

LOCAL AND COAST NEWS.

According to an official telegram from

Vladivostok, a floating mine was observed

on February 13 at sea in 35.59 North,

130.31 East, by the Russian steamer

"Yaroslav."

A Tairen telegram states that the out-

break of bubonic plague at Shengchong

is becoming more serious every day. The

number of deaths is said to have reached

over two hundred.

It is reported from Taipei, Formosa,

that on the 14th at 6 p.m. a fire occurred

at the factory of the Camphor Monopoly

Bureau. Important documents had been

saved, but it was expected that the loss of

camphor would be very great.

In its "Barbed Barbets," the "Times

of Ceylon" says:—"May" always suggest-

ed "might," which "Clifford" does not;

but "May" always expressed an uncertain-

ty which Clifford never did. However, the

new Colonial-Secretary is a literateur,

though fortunately not a naturalist.

In the collision with the "Dorcas"

are invariably costly and there are

better methods of solving political pro-

blems but it is doubtful whether it

would not be well for the Chinese

people generally if the Empire were

split up into three or four independent

Kingdoms loosely linked in some kind

of confederation. The Empire as it

stands is altogether too unwieldy to

be ruled effectively from Peking.

Geographically Peking is unfortunately

placed for a political capital. The

people of Yunnan are more remote

from the seat of central government

than we are from Japan. Under the

system of Government which prevails

in China the outlying provinces are

practically at the mercy of the officials

that Peking thinks fit to send them.

If the south of China had its own

King and capital redress from abuses

would be the easier gained. We have

no desire to see a revolution in a

country with which we are at peace

but we believe that at some future

period the disruption will come. And

we hazard the opinion that in this case

disunion will be found to be strength.

At all events the Chinese would have

a much better opportunity of securing

efficient and honest officials than they

have now.

THE CHINESE AND OF-

FICIALDOM.

EVIDENCE is constantly forthcoming to

show that the Chinese have a very

deep-seated distrust of their officials.

All the talk of reform does not appeal

to the Chinese man in the street; he

has learnt his lesson and he declines to

believe that officialdom is susceptible of

reformation—at all events immediate

reformation. This distrust was mark-

edly shown in connection with the

Canton-Hankow Railway which has

been "hung up" for months owing to

the refusal of the gentry and mer-

chants to permit the officials to have a

finger in the pie. And the end of the

dispute is not yet. On Tuesday we

published a report to the effect that

the China Merchants Steam Navigation

Company was endeavouring to get

control of its affairs back from the

Government. The shareholders are

said to be afraid that there will be no

return on their capital in the event of

the Company remaining in the hands

of the Government. There is a lesson

LEGISLATIVE COUNCIL.

His Excellency Sir Matthew Nathan, Governor of the Colony, presided at a meeting of the Legislative Council which was held this afternoon. There were also present:

His Excellency the Officer Commanding the Troops, Major General Broadwood.

Hon. Mr. H. H. J. Gompertz, (Attorney General).

Hon. Mr. F. H. May, (Colonial Secretary).

Hon. Mr. A. M. Thomson (Colonial Treasurer).

Hon. Mr. A. W. Brewin (Registrar General).

Hon. Capt. BADELEY.

Hon. Mr. W. C. CATHAM (Director of Public Works).

Hon. Dr. Ho Kai.

Hon. Mr. W. Y. YU.

Hon. Mr. H. E. POLLOCK.

Hon. Mr. W. J. GRESHAM.

Hon. Mr. E. A. HEWITT.

Mr. A. C. M. FLETCHER (Acting Clerk Council).

His Excellency the Governor referred briefly to the Financial Minutes pointing out the causes which gave rise to them. The first was necessitated by an outbreak of rinderpest at the Dairy Farm, when 21 diseased cows and one healthy one were slaughtered to prevent the spread of the disease, and for which compensation had to be paid.

The second, for \$1454, was required to resume some land adjoining the police station, etc., at Tai-po, in order to prevent Chinese from building upon it, which it was considered would be insubstantial to the surrounding houses.

The third, for \$90, was necessitated by the fact that in 1904-1905 and 1906, through an oversight the amounts voted by the Colony to aid of cancer research were not paid. In future the Crown Agents would disburse the Colony's contributions to the various funds without further reference to the Council.

The fourth, for \$2000, was for repairs to the new railway bridge, rendered necessary by the heavy typhoons of September last.

The fifth, for \$1000, was for repairs to existing rifles and provision for additional rifles for the Volunteer Reserve Association. The considerable sum which had been made of the rifles in the past necessitated the repairs and the opening of the new Park rifle, which would be used at the same time as the Kowloon rifle, rendered it necessary to provide additional rifles.

The sixth was for \$50,000 for new works and a re-vote of \$35,000. The item of \$41, was on account of the typhoon and rain storm damages. His Excellency forestalled this vote when speaking on the typhoon at the last meeting of the Council. It was no use, he said, then to vote the money as the repairs were not then completed. Then there was an item of \$12,000 for the resumption of insubstantial property. The amount of \$32,000 was on account of some of the public works commenced in 1905 not having been completed that year, which compared favourably with the amounts voted during the past two years. In 1906 it was \$20,201, in 1905 \$71,836, and in this year \$32,000.

The seventh, for \$153,600, was on account of the destruction of matches in which the Land Office records were kept at Tai-po, which involved the occupation of a private house; the vote representing the rent.

The eighth, for \$2363, was an increase in the contribution to the Imperial Institute for 1906-7, 1907-8, the subscription of which was \$200. Before making the subscription His Excellency conferred with the Executive Council who considered the Colony would be benefited by it.

The ninth, for \$1030, was compensation for land taken up for military rifle range at Kowloon. In 1904 a vote of \$20,000 was passed for this purpose, but at the end of the year when \$10,973 had been expended the account was closed. Owing to disputes as to who was entitled to receive the compensation it was not found possible to settle it until now.

The tenth, for \$185, was for the commencement of a small cottage hospital at Tai-po containing six beds, which was recommended by the Principal Medical Officer of Health.

The eleventh, for \$9334, was for raising the fire-float, sunk during the typhoon, and for new fittings.

The twelfth, for \$5000, was the revote of a sum provided for the Public Health and Buildings Ordinance Commission. His Excellency had been assured by the chairman of the Commission that very little further expenditure would be involved and that the Commission would be very much disappointed if the Ordinance Commission did not result in considerable reduction in the expenditure on the Sanitary Board.

The final minute, for \$6209, was on account of this expenditure incurred in connection with the visit of Their Royal Highnesses the Duke and Duchess of Cornwall. His Excellency remarked that the Council would be interested to learn that he had not been able to spend a longer time in Hongkong.

The Council then went on to consider the jury list in private.

FINANCE COMMITTEE.

A meeting of the Finance Committee, Hon. Mr. May in the chair, was held at the conclusion of the business of the Council. The following votes were considered and passed:

CATTLE COMPENSATION.
A sum of \$2515.07, in aid of the vote, Sanitary Department—Other, Charges, Compensation for infected cattle slaughtered.

LAND RESUMPTION.
A sum of \$1434.00 in aid of the vote, Miscellaneous Services, Resumption of Taxland Lots in the New Territories.

CANCER RESEARCH.
A sum of \$200.00 in aid of the vote, Miscellaneous Services, Cancer Research Fund.

LIGHTS AND BUOYS.
A sum of \$2000.00 in aid of the vote, Harbour Office—Special Expenditure Purchase of 8 Buoy Lights and Buoys.

VOLUNTARY MILITIA.
A sum of \$1000.00 in aid of the vote, Military—Expenditure, B. Volunteers—Other Charges, Purchase of 24 Barrels and 12 Rifles.

PUBLIC WORKS.

A sum of \$33,000.00 and to revote a sum of \$32,690.00 in aid of the vote—Public Works Recurrent and Public Works Extraordinary for the following items:

Public Works Recurrent, Typhoon and Raintest Damage, \$41,000; Public Works Extraordinary, Insubstantial Property Resumption, \$12,000; total \$53,000.

Mortuary at Kowloon, \$1,100; New Roads in Victoria—Extension East and West of Jondut Road, \$5,200; Insubstantial Property Resumption, \$12,000; Water Supply, Tai Po, \$5,410; Police Barracks on Blackhead Hill, Kowloon, \$8,780; total \$32,690.

TYPHOON EXPENSES.

A sum of \$153.89 in aid of the vote, Judicial and Legal Departments, Land Registry Office, New Territories—Other Charges, Typhoon Expenses.

IMPERIAL INSTITUTE GRANT.

A sum of \$3,263.00 @ 2/- = £ 26.69 in aid of the vote, Miscellaneous Services, Grants-in-aid of Other Institutions—Imperial Institute.

RIFLE RANGE.

A sum of \$1000.00 in aid of the vote, Public Works Extraordinary, Resumption of Private Property for Rifle Range, Kowloon.

HOSPITAL CHARGES.

A sum of \$55 in aid of the vote, Medical Departments, B—Hospital and Asylums, Other Charges, New Territories, Rent of Temporary Hospital.

THE FIRE BRIGADE.

A sum of \$3,334.00 in aid of the vote, Police and Prison Departments, B—Fire Brigade, Other Charges, Typhoon Damages.

THE COMMISSION.

A sum of \$5,000.00, \$3,439.15 being a revote, in aid of the vote, Miscellaneous Services, Public Health and Buildings Ordinance Commission.

RECRUITMENT OF ROYALTY.

A sum of \$4,200.00 in aid of the vote, Miscellaneous Services, Comaught R. caption

LEAH KLESCHNA.

Another Bandmann Success.

The Bandmann Comedy Company are producing such excellent plays at the Theatre Royal that it is somewhat difficult to find any fault whatever. Raffles, and His House in Order were two of the best up-to-date but Leah Kleschna, as performed last night, is worthy to rank beside them. The story is a thrilling one. The heroine is the daughter of a thief whose daring methods are almost uniformly successful. He has trained his daughter to assist him and the play opens as they are preparing to rob Paul Sylvaine—a member of the Chamber of Deputies, the scene being in Paris. The gang comprise three—Kleschna, his daughter and Schram. Schram has noticed a change in the girl (Leah) and he attempts to warn Kleschna, but the latter worthy is too wrapped up in himself to take heed. Some twelve months prior to this a ship was wrecked and one of the passengers displayed great gallantry in rescuing others, amongst them Leah. The girl had never been able to find out who the hero was, but the night before the robbery while Leah is out Sylvaine—who is the hero—calls on Kleschna in order to "persuade" him to leave Paris and free Raoul Berthon, the son of General Berthon, from his influence and that of his daughter. Raoul is a scoundrel and has designs on Leah, who loathes him. Leah returns after Sylvaine has left but she had caught a glimpse of him, though Kleschna denies that anyone has called. However, Leah enters Sylvaine's house and rides the safe, but is discovered by the deputy. She storms at him for a while, but his calm and courageous demeanor breaks Leah down. While they are together Raoul is heard entering, and Sylvaine, to save Leah, puts her into another room. Raoul sees her disappearing and taunts the deputy with keeping a mistress. He slips into the room in which Leah is and on discovering her identity goes her into declaring the truth. Sylvaine allows Leah to depart and while Sylvaine is escorting her to the door takes the opportunity to steal Sylvaine's jewels. The loss is discovered and Sylvaine divines that Leah has not taken them but Raoul. The subsequent scenes tell an interesting story, the triumph of right over wrong. Leah leaves her father, the scene of their parting being intensely dramatic, and all ends well.

As Leah Miss Florence Hamer had a difficult role to sustain, but she portrayed her part skilfully and was unstintingly applauded, as she deserved to be. Her denunciation of Raoul to Sylvaine and her parting with her father were two dramatic passages splendidly acted. Mr. Claude King (Sylvaine) was also excellent, though he did not appear as often as some of the others. While on the stage, however, he had the audience's attention, especially during the scene with Leah and, later on, Raoul. His character was a hard one but he succeeded splendidly. Mr. Sydney T. Foster (Kleschna) had one of the best characters to carry out—had many opportunities and he rose to the occasion. Throughout he sustained his part admirably. Mr. Clifford Bown (Schram) was uniformly good and Mr. Philip Saunders gave a fine portrayal of the character of Raoul, though his role was one that did not appeal to the audience. Miss Helen Grenville, Miss Dorcas Corbie, Miss Violet Vorley, Miss Lloyd and Miss G. Russell Spiers in their respective parts did well, while Mr. Frank Peachley, Mr. H. Sinclair Collier, Mr. C. Wynne, Mr. G. Wode, Mr. S. Kerner, Mr. E. Hall and Mr. W. S. But, though they had few opportunities, assisted the principals well.

To-night "East Lynne" will be presented.

General de Negrier, one of the most famous Generals in the French Army, has arrived in Colombo on a visit to Ceylon and is staying at the G. O. H. After visiting Kandy, &c., he crosses to India and from Bombay goes to Marcellus, on retirement. General de Negrier passed through Colombo last year going on a special mission of inspecting the troops and reporting on the defence and the navy in Indo-China. He has been very long a Commander of French Corps d'Armee. He took a great part in the conquest of Algeria.

KIDNAPPERS AT SAMSHUL.

SHOCKING BARBARITIES.

(From a Correspondent.)

CANTON, February 27.

The robbers at Samshul are still numerous and notorious. A few weeks ago the robbers seized a man named Tang and his teacher in the study of the former, and carried them off to their lairs. The master was rich, and the brigands demanded no less than \$10,000 as ransom.

The kidnappers treated their prisoners, very badly. They kept them chained up in a most cruel fashion, both by the hands and the feet. Ultimately the relatives of Tang got together \$6000 and he was released. The teacher, however, was a poor man, was not ransomed, and some time after the robbers took revolvers and shot him dead.

At a village called Tan Tao, another rich man of the same surname was kidnapped and carried off. For his ransom there were \$20,000 demanded. The relatives of the unfortunate man were somewhat slow in deciding what was to be done, and ultimately decided to offer \$6,000 which they got together with some difficulty. When the sum was carried to the robbers they were very angry, and immediately seized the money and then instead of releasing the man they shot him dead.

On the last evening of the old year a badly dastardly thing was done. They put the man's dead body into a chair and carried the corpse to his own people, as if he were alive, and only when the chair was opened did the relatives discover the horrible deed.

It is hardly to be wondered at that the editors of the native papers sarcastically ask whether those who bear the responsibility of office hear of these things or not. One can hardly wonder that loud murmurs are heard at times, when such things go on in the open daylight, and there appears to be no effective way of rooting out such scoundrels.

CANTON.

(From Our Correspondent.)

CANTON, February 28.

Another Chinese New Year has come and gone, and the holiday time passed off quite quietly in spite of rumours of possible trouble, which originated no one seems to have any foundation. The cracker noise and the general demeanour of the Chinese was, it is said, even quieter than is usual at this period.

On Thursday, the 14th, we said "good-bye" to our Hongkong friends, who came up and beat us at hockey. We saw them off to the "Kinsan" in "state barges" and bade them an uproarious farewell. We only hope they enjoyed their short stay as much as we did their company. Would that these visits could be more frequent!

We had a good gathering of foreign warships in port all through the holidays; H. M. S. "Hart" and "Fame" came up from Hongkong; the "Moorhen" and "Sandpiper" came from the wilds of the West River, just to see that Shamoon was still in the same place. The French boats "Vilgante" and "Argus," the German boat "Risingstar," and the U. S. S. "Callao" were also in harbour. They have all left us again with the exception of the "Argus" and "Callao." Football games, the "Hart" v. Shamoon, and the Customs, ended in a heavy defeat for Shamoon, and a win for the Customs. Other games were played between the boats themselves, and the Customs, with varying results. A pleasing break in our monotonous existence was an entertainment in the theatre by the blue-jackets, each of the British boats being represented, with the assistance of a few Shamonees. The affair was a great success, and we had to thank Lieutenant-Commander Bonnier Easton of the "Hart" for arranging it.

Last Tuesday, after the departure of our naval friends, Shamoon played the Customs at football. Shamoon were beaten by 3 goals to 1. This is only the second defeat we have sustained since the beginning of the season, the "Hart" having previously beaten us 6-1. The team has been considerably weakened by departures of some of our best men from the port, apart from the fact that several members lost their keenness.

Hockey continues intermittently, with about 7 sides in the usual way. On Tuesdays, the 12th and 13th, our weekly cinderella took place, the former especially being a success, an increased number of ladies being present, several of whom were visitors from Hongkong.

The "St. George's A.D.C." came up and gave us a performance of "Are you a Mason?" in the theatre, on Thursday the 14th. The general opinion seems to be that the show was only a moderate success from the acting point of view; they had a full house. More might have been made of the piece, though, with the best performers, the piece can be said to have little in it.

We are expecting a visit from the Hongkong A.D.C., within the next week or two, with "Facing the Music" and we are looking forward to something really good, if the criticisms of their performance, which have appeared by any criterion. They may, however, be assured of a warm welcome.

The Commander and officers of the U.S.S. "Callao" held a reception on board between 12 noon and 1 p.m., on Friday the 22nd, the occasion of the celebration of George Washington's birthday. The reception was well attended.

There are going to be many disappointments from changes in our community within the next few weeks. Some are going home, others are getting away for the summer. The Customs Staff particularly, is having many changes; three having been effected in the general staff, and Mr. Paul H. King, from Lahore, comes to relieve Mr. F. J. Mayers, the Commissioner here, who goes home on long leave.

THE SANNING RAILROAD.

PROGRESS OF THE WORK.

(From Our Correspondent.)

SANNING, Feb. 25.

After a year's work, the road bed of the proposed railroad running from Sannang to Samkai, a distance of more than 60 miles, has been laid. There remains, however, still much to be done, and in some places considerable work must be performed before the ties and rails can be laid. The bridges are still to be built, but considerable progress has been made, and the people expect that when the second harvest is gathered in that they will be able to take the iron horse from the southern part of the District to the river bounding the northern part; but the year 1907 will probably close before the whole line will be completed. \$2,000,000 were collected from America, while another \$1,000,000 was obtained elsewhere.

The engines and rails for the road have been bought in America and thus far these progressive Chinese have not boycotted American iron.

The managers and engineers of the railroad are, however, all Chinese, and it is reported that the principal engineer has never had any training in any engineering school, but that he has learned his profession by practical railroad construction in America.

When this line is completed it will make it possible for any Sanning merchant of Hongkong to reach his home in one day from Hongkong, and will draw the traffic to the northern part of the district, and Kowloon and Hongkong will reap the benefit while Macao will lose some of the trade that she now enjoys with that district, unless a quicker and better line of steamers is put on the line from Macao to Kwonghoi and other ports.

For Hongkong merchants the Kowloon route will be much easier and more easily travelled, and travellers will more and more come to Hongkong by a direct route than go to Canton as it was the custom many a year ago.

For the present at least there is no indication that the produce of travel from the interior will be directed to Canton or to Hongkong, but of great direct to Hongkong. With every year the number of persons travelling the Hongkong and Kowloon route are increasing and the boats to Kowloon and Hongkong are much fuller than those going to Canton. When the railroad is completed a journey from Hongkong to this part of the interior ought to become an attraction to those living in Hongkong.

A night's ride for \$2.50 brings one to Kowloon on one of the smaller steamers. Here we see the new Customs station of the Chinese Imperial Customs; then passing along the Kowloon river we come to the city of Canton which is situated on both sides of the river for more than a mile; then follows the narrow river canal, on both sides of which the orange and banana groves may be seen, while fields of the growing palm leaf are everywhere visible.

This part of the journey can be made on Chinese launch or boats drawn by launches until the new market of Kung Yik is reached, whence the railroad can be taken for nearly all parts of the District.

Two Chinese have practically the whole road in charge and one of these has been talking about it for the last 15 or 20 years, and it is hoped that he will realise the fruition of his hopes as he is, for he is getting to be an old man. For a long time he has been talking railroads and western civilization and for the present reforms that are now being inaugurated, and he will rejoice to see his plans realised.

HIGHWAY ROBBERIES.

Trouble in Sanning District.

(From Our Correspondent.)

SAN-CHUNG-FAN, Feb. 25.

During the closing days of the old Chinese year the usual number of robberies occurred in the Sanning and other districts of South China, but on one of these robbing expeditions three of the robbers paid the penalty of their dark deeds by death or imprisonment.

Not far from San-chung-fan, to which market town launches ply daily from Kowloon, four robbers met a pedestrian and after binding his hands securely relieved him of the \$7 or \$8 found in his pockets, after which they turned him loose, with his hands still bound. By some means he was able to loosen the cords and afterwards followed the highwayman at a distance until he was enabled to raise the alarm, and one of the robbers was captured, one was drowned in crossing the Sanning River and another was shot dead, while the fourth made good his escape.

For the paltry sum of \$7 three lives have been forfeited and it is to be hoped that this will be a salutary lesson to all highway men. If the official world be a little more strenuous in administering justice, there would not be so many persons kidnapped, nor would so many people be put in jeopardy of their lives.

The Duke of Abruzzi is said to be seeking new mountains to conquer. His relations think that Mount Barrow is quite enough for the present. The Duke has an idea of exploring New Guinea.

KING OF ALL COUGH MEDICINES.

M. R. E. G. Case, a mail carrier of Canton Center, Connecticut, U. S. A., who has been in the United States Service for about sixteen years, says: "We have tried many cough medicines for years, but Chamberlain's Cough Remedy is king of all and one to be relied upon every time. We also find it the best remedy for coughs and colds, giving certain results and leaving no bad after effects. We are never without it in the house." For sale by all chemists and druggists.

THE INSURANCE CASE.

What is a "Valued Policy?"

In the Supreme Court this morning His Lordship the Chief Justice (Sir Francis Pigott) gave his judgment on the question raised as to the character of the policy in the action—O Yan Teal against the Fook On Assurance and Godown Company, being a claim for \$40,000 in respect to the loss of the steamer "Macau."

Mr. Slade, who appeared for the plaintiff, argued that the policy under which the claim was made was a "valued policy," that is, that the two parties had agreed that the vessel was valued at \$95,000, but the Hon. Mr. E. E. Pollock, Counsel for the defence, argued otherwise.

His Lordship, in deciding the point, said that he had made no order on the summons asking that the policy should be treated as a "valued policy," as it seemed possible that in view of the ambiguity in the words used it might be necessary to admit evidence on the question, which would be impossible if the course suggested had been adopted.

The view he took on consideration was that his conjecture was right and that evidence would have to be admitted. In the Chinese policy there was a reference to the condition contained in the English form on the point as to value. The form of words used in the English policy was a definite statement that the value of the ship was agreed but the Chinese words which contain the contract entered into must be alone referred to as expressing the intention of the parties. The clause relating to the English form could not be held to control the Chinese words actually used. The words used were "the estimated value of the ship is \$95,000," and this was introduced into the agreement. There was no reservation on the part of the insurance company, as was usually made in the case of weight, value and contents, therefore it could not be taken as a mere statement made by the insurer not assented to by the company. The agreement between the parties was therefore: "We agree that the estimated value of the ship is \$95,000," and he was asked to hold that that amounted to an agreement as to value making it a "valued policy." The word estimate might be used in one of two ways, either as a definite expression of opinion as to value, or as a doubtful expression of probable or possible value. This was an ambiguity which he could not explain in the following way. He inclined to the opinion that the word estimated was used very much in the same way as Sir Montague Smith used it in a judgment, but circumstances of the two cases were not at all parallel and he could only say that as soon as he inclined to hold this to be an agreement as to value, so soon did the ambiguity arise, making him feel that he should not be expressing a second judgment. He had, therefore, to decide whether evidence might be admitted to show what the parties really meant. There were very many statements in the case, and the books which might be referred to in favour of admitting evidence to explain the meaning of the agreement. The Chief Justice quoted Bramwell and Addison on contracts and said it showed how broadly and perhaps inaccurately the law on the question of admission of evidence might be stated. Anything more hopelessly impractical than the antiquated pots as to patent ambiguities could not well be imagined. No evidence could be admitted, but the Court must decide on manifestly insufficient data, whereupon the losing side would promptly appeal and try and get the decision of another Court, which would probably be the reverse whichever way his was given; for the present case was just one where six men would hold one way and half a dozen men the other. It was obviously better for both sides that he should hear evidence to try and ascertain what the parties really meant when they agreed to use this form of words. After dealing with the law regarding "patent" and "latent" ambiguities, the Chief Justice expressed the opinion that there was a latent ambiguity in the use of the term "estimated." It certainly was not patent, though everybody knew it was used in two ways but here it required a certain amount of care in the statement of ambiguity. He was not sure whether the parties intended to agree that \$95,000 was to be the estimated value of the vessel for all purposes of the policy; or whether it was adopted as a convenient figure for the starting point of the negotiations, leaving it to be subsequently determined what the actual value was. Therefore evidence must be admitted to enable him to arrive at the real intention of the parties. That would enable him first to decide whether the policy was a valued policy or not; in which case another position would arise as to proportioning the risk between the Insurance Company and the assured. In the event of deciding it was not a valued policy then evidence of actual value must be given.

While the Royal Party was at Singapore on the way to India from Hongkong a reception was held at Government House, a Chinese procession was held, and what is described as a magnificent display was given by Johore volunteers. The party also visited Johore.

SPRAINS.

A sprain may be cured very quickly by applying Chamberlain's Pain Balm to the injured parts every hour, and rubbing vigorously at each application. If the rubbing causes too much pain, apply the Pain Balm without rubbing. It should be applied as soon as possible after the injury is sustained, and before the parts become inflamed and swollen. For sale by all chemists and druggists.

CANTON-HANKOW RAILWAY.

(From a Correspondent.)

CANTON, Feb. 28.

The Committee of Inquiry which the Viceroy appointed to examine into the finances of the Railway Company, has issued an order and asks to have handed over to it all the evidence in the way of scrip and other papers of sums which the Railway Company received during last year. It also asks to see all the papers which the Shin Tong, for the Company, have in hand as evidence of funds that they have received. These are all asked for in order that they may be examined. When this order was issued to the Director of the Railway Company, he immediately sent out the information to the Shin Tong and the Seventy Two Hong and asked that their representatives be sent to discuss the situation. It appears, however, that very few responded. Indeed the report says the place was very vacant. However, Mr. Lo Chuk Kan presided, and the matter was fully discussed by these present. Those who spoke affirmed that such a demand was not according to the usages of business, and advised that the papers be not handed over. Of course outsiders see but dim glances of what is going on, but, from what appears, it seems to be clear that affairs are by no means as straight as they should be, and the straightening out of the crooked business has by no means yet been accomplished.

SOCIAL AND PERSONAL.

Lady Swettenham and her sister, Miss Copeland, served as cooks in the Kingston hospital after the earthquake.

Lieutenant G. W. Moran, of the Sherwood Foresters, has been seconded for service under the Colonial Office.

Sir Montagu F. Omannney, late permanent Under-Secretary of State for the Colonies, has accepted a seat on the Council of the Union Mail Steamship Company, Limited.

Mr. A. G. Angier, Editor and Proprietor of the "London and China Express," has just returned from his trip through Borneo and Java, accompanied by Mrs. Angier. Mr. and Mrs. Angier leave for Hongkong on March 2.

Mr. G. M. Chesney, for many years editor of the "Pioneer," left Bombay for England on the last instant, thus bidding what is understood to be a final farewell to India. Mr. Chesney has been connected with Anglo-Indian journalism for about a quarter of a century.

A marriage has been arranged and will take place shortly, quietly, between Captain G. L. H. Manly, the Sherwood Foresters, and Doreen Lydie, widow of the late Alan Fisherwood Teale, Esq., of Whitley, Northumberland.

Mr. E. G. Jordan, manager of the Hotel Baltimore, has taken over the management of the Occidental Hotel, Kowloon, and has declared his intention of making that hotel a really first-class hotel. There is no reason why he should not succeed, as he is well-known and has proved himself to be a capable manager; the success of the Baltimore is proof of that.

A Shanghai paper says: Among the passengers who left by this week's German mail were Lady de Sausmarez and Mr. and Mrs. Duncan McNeill who proceeded to England for a holiday extending over a year. A large number of friends were on the jetty to bid them farewell. Sir Haviland de Sausmarez proceeded as far as Hongkong and thence to Canton to try a case.

The postponed annual meeting of the Hongkong Christian Union will be held at the European Y.M.C.A. rooms at 6.15 o'clock to-morrow, Friday evening, at 5.30 p.m., same day and place, the members and the public will have the privilege of hearing an address by the Rev. Charles Outhbert Hall, D.D., President of the Union Theological Seminary, New York. For two successive years Doctor Hall has been honored with the appointment of Haskell Lecturer on Christianity to the people of India.

Dr. Morrison, the renowned correspondent of the London Times, arrived in Hongkong to-day from Haiphong by the steamer "Mathilde." Dr. Morrison has been across country from Hankow to Hanoi, calling at Changsha, Kueilin, Luchow and Nanning en route. Dr. Morrison, in speaking to our correspondent at Nanning, declared that in no other Chinese city had he seen inn so filthy as those in that city. One thing that particularly struck the traveller was the small number of women with bound feet as compared with the North.

At the Reading Room of the Hongkong and Whampoa Dock Company at Kowloon last night Capt. Dodds and Mr. John Kyles, who left for Home to-day by the F. and O. steamer "Nyansa" were the recipients of presentations from the Dock staff. There was a good attendance and Mr. Stewart, Chairman of the Committee, presented Capt. Dodds with a silver tea set and pair of silver vases, and expressed regret at the departure, characterising him as "a jolly good fellow" all were sorry to lose Mr. Neave, on presenting Mr. Kyles, through Mr. Stewart, with a silver tea set and coffee service, caddy, and pair of vases spoke in high terms of Mr. Kyles and regretted that he was unable to accept the gifts in person. Speeches were made by a number of those present and a pleasant hour was spent in harmony. Messrs. Taylor, Logan, Purves, Crispin and Henderson contributing.

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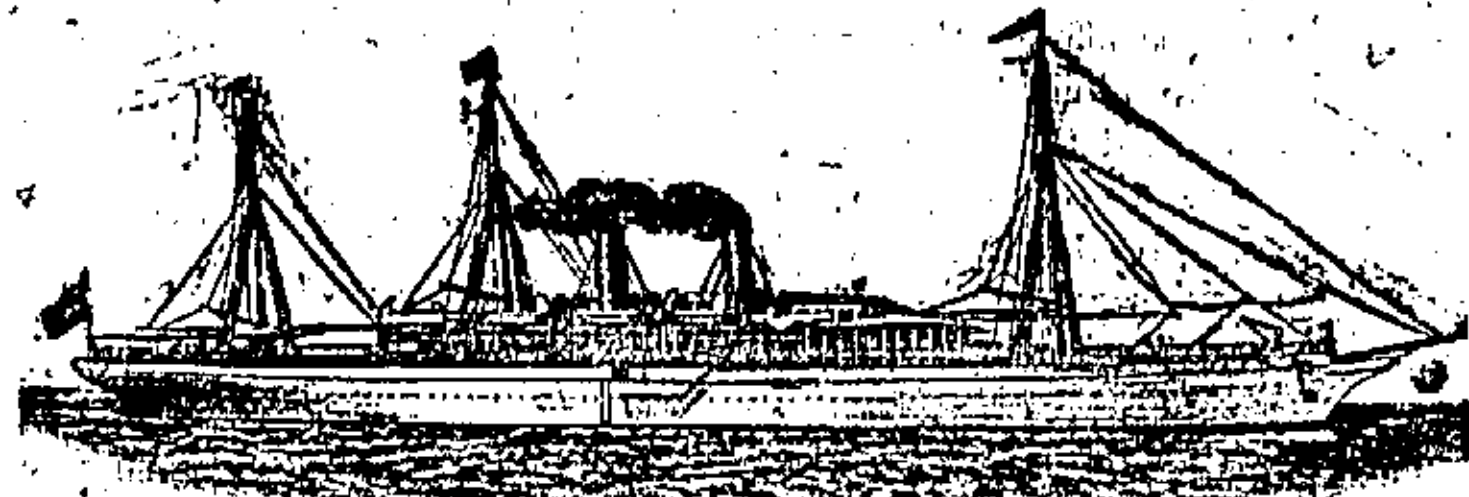
Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

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SHANGHAI	MALTA	About 8th	Freight and Passage.
LONDON, via USUAL PORTS	DELHI	Noon, 9th	See Special.
MONI, KOBE AND YOKO	CEYLON	About 9th	Freight and Passage.
HAMA	Cap. G. W. BASOT	March	
MARSEILLES, LONDON (MANILA)		About 27th	Freight and Passage.
AND ANTWERP	Cap. F. E. ANDREWS	March	

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PROPOSED SAILINGS.

R.M.S.	LEAVE HONGKONG	ARRIVE VANCOUVER
EMERALD OF JAPAN	6000 Tons	Thursday, Mar. 14
TARTAN	4250 Tons	Wednesday, Mar. 27
EMERALD OF CHINA	6000 Tons	Thursday, April 11
ATLANTIC	3882 Tons	Wednesday, May 1
EMERALD OF INDIA	6000 Tons	Thursday, May 9
MONTEAGLE	6103 Tons	Wednesday, May 23

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, YAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's new palatial 'EMERALD' Steamships, 14,600 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

R.M.S. MONTEAGLE, TARTAN and ATLANTIC carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

General Traffic Agent for China, D. W. CRADDOCK.

CORNER PRIDGEN STREET AND PRATA, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	SADU MARU, Capt. Geo. Anderson, Tons 8227	WEDNESDAY, 6th Mar., at Daylight.
VICTORIA, B.C., AND SEATTLE, WASH., via SHANGHAI, MOJI, KOBE & YOKOHAMA.	BINGO MARU, Capt. F.L. Sommer, Tons 6247	WEDNESDAY, 20th Mar., at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	SHINANO MARU, Capt. E. Kawara, Tons 6388	TUESDAY, 5th March, at 4 p.m.
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO.	TANGO MARU, Capt. A.E. Moses, Tons 7463	TUESDAY, 19th March, at 4 p.m.
BOMBAY, via SINGAPORE AND COLOMBO.	KUMANO MARU, Capt. N. Harrison, Tons 6076	FRIDAY, 22nd March, at Noon.
YOKOHAMA AND KOBE.	YAWATA MARU, Capt. Harrison, Tons 3817	FRIDAY, 19th April, at Noon.
	COLOMBO MARU, Capt. K. Honma, Tons 4709	THURSDAY, 14th March.
	BOMBAY MARU, Capt. S. Ishikawa, Tons 4025	THURSDAY, 28th March.
	SANUKI MARU, Capt. J.G.S. Parsons, Tons 6112	SATURDAY, 9th March.
	SARDANUS, Capt. Nicholas, Tons 4653	SATURDAY, 2nd March.

† Cargo only.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Custer Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships

MINNESOTA - DAKOTA

25,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'DAKOTA', Captain E. FRANCHER	On SATURDAY, 30th March, at Noon.
'MINNESOTA', Captain C. F. AUSTIN	On SATURDAY, 11th May, at Noon.

† Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

† Luxurious Passenger Accommodations—Saloon and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

† Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

† For convenience of coastwise cabin passengers, return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

† For full information regarding freight or passage apply to

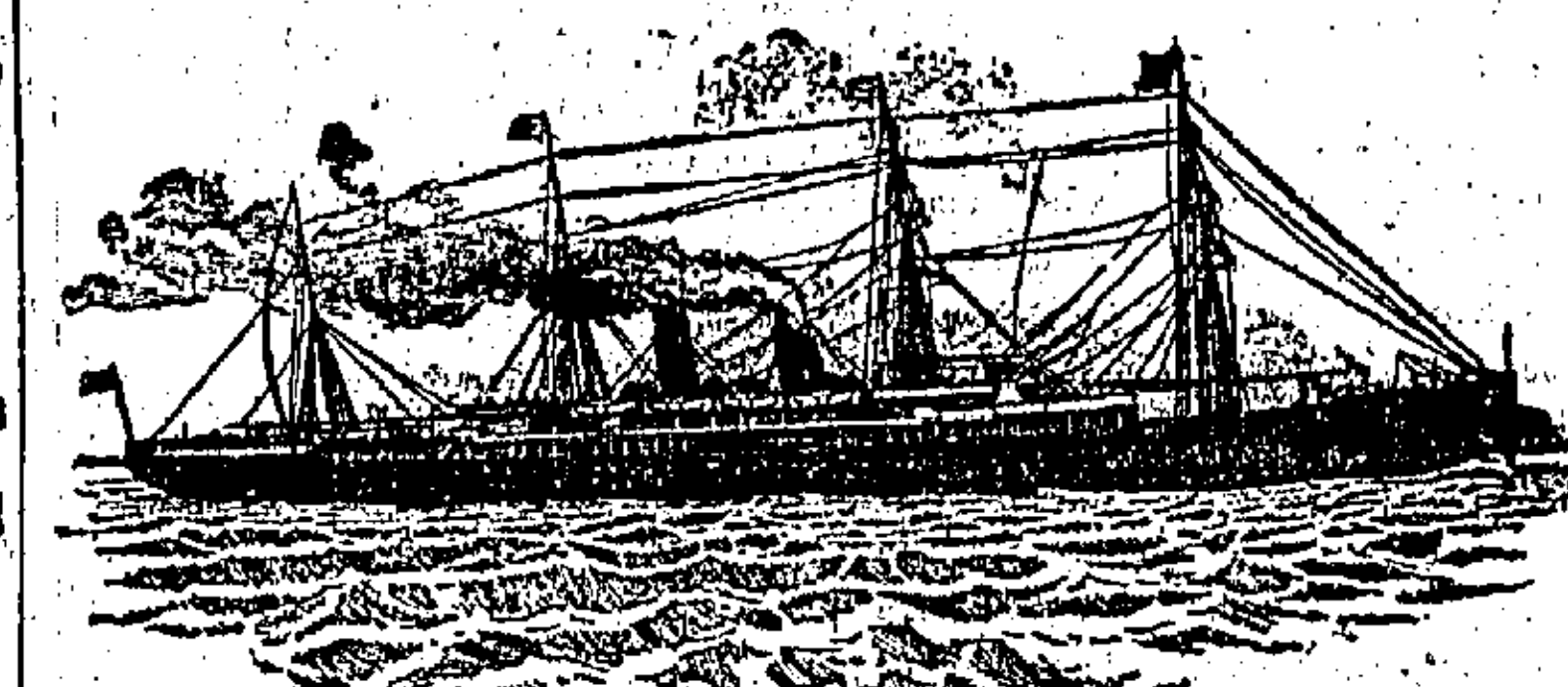
NIPPON YUSEN KAISHA Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU. TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

ON OMAN, the most fertile and mountainous of the islands.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

* HONGKONG MARU 11,000 Gross Tons	TUESDAY, 5th Mar., at Noon.
* KOREA 18,000	SATURDAY, 16th Mar., at Noon.
* AMERICA MARU 11,000	SATURDAY, 23rd Mar., at Noon.
* SIBERIA 18,000	TUESDAY, 2nd April, at Noon.
* CHINA 10,200	TUESDAY, 9th April, at Noon.
* MONGOLIA 27,000	TUESDAY, 16th April, at Noon.
* NIPPON MARU 11,000	SATURDAY, 20th April, at Noon.
* DORIC 9,600	SATURDAY, 4th May, at Noon.
* COCHIN 9,000	SATURDAY, 11th May, at Noon.
* HONGKONG MARU 11,000	SATURDAY, 18th May, at Noon.

RECORD FAST TRIPS.

Yokohama to San Francisco, s.s. KOREA, 18,000 tons. September 16-27th 1905; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu, s.s. SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.
San Francisco to Yokohama, s.s. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours.
Yokohama to San Francisco, s.s. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905, 10 days, 10 hours and 29 minutes.

THE T.K.K. Steamship HONGKONG MARU will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 5th March, 1907, at Noon, taking cargo to Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, via MOJI, KOBE & YOKOHAMA; FOR

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information communicate with or apply to

S SILVERSTONE Agent.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SWATOW, AMOY AND SHANGHAI	LIANGCHOW	Feb. 28, at 4 p.m.
SHANGHAI	TEAN	Mar. 5, at 4 p.m.
TEINTSIN	YUENOW	Mar. 6, at 4 p.m.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNE, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	TEINAN	Mar. 8, at 4 p.m.
NEWCHANG	NANCHANG	Mar. 9, at 4 p.m.
SHANGHAI	KUUKIANG	Mar. 14, at 4 p.m.
YOKOHAMA AND KOBE	CHANGSHA	Mar. 18, at 4 p.m.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light, Unriveted Table, and fully qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports, and to other ports in the Yangtze Valley.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

STEAMERS	Tons	Captains	For	Sailing Dates
ZAFIRO	2540	R. Rodger	Manila	Saturday, Mar. 2, at Noon.
RUBI	2540	R. Almond	Manila	Saturday, Mar. 9, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

TO SAIL

For Freight and further information, apply to

SHEWAN TOMES & CO., General Agents.

Shipping.

IMPERIAL GERMAN MAIL LINES.



NORDDEUTSCHER LLOYD—BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

PRINZESS ALICE	WEDNESDAY, 13th Mar.
SACHSEN	WEDNESDAY, 27th Mar.
PRINZ LUDWIG	WEDNESDAY, 27th Mar.
ZIEFFEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ ETHEL FRIEDRICH	WEDNESDAY, 8th May.
BAYERN	WEDNESDAY, 22nd May.
PRINZ HEINRICH	WEDNESDAY, 5th June.
SCHARNHORST	WEDNESDAY, 19th June.
ROON	WEDNESDAY, 3rd July.

† 1st-Class accommodation being engaged by H. M. The King of Siam, second-class Passengers only, will be accepted.

ON WEDNESDAY, the 13th day of March, 1907, at Noon, the Steamship PRINZESS ALICE, Captain Ch. Polack, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on Monday, the 11th March, Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 12th March, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 12th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

HONGKONG	1st Class	2nd Class	3rd Class
To Naples, Genoa and Gibraltar	\$81.0.0.	\$42.0.0.	\$22.0.0.
Return	91.0.0.	63.0.0.	33.0.0.
To Southampton, London, Bremen and Hamburg	65.0.0.	44.0.0.	24.0.0.
Return	97.0.0.	66.0.0.	36.0.0.
* To New York, via Suez, via Naples, Genoa or Gibraltar	64.0.0.	44.0.0.	28.0.0.
Return	115.0.0.	79.0.0.	47.0.0.
Via Bremen or Southampton	68.0.0.	46.0.0.	27.0.0.
Return	123.0.0.	83.0.0.	49.0.0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	Tons	SAILING DATES
PRINZ WALDEMAR	3227 tons	SATURDAY, 2nd Mar., 1907.
PRINZ SIGISMUND	3302 tons	THURSDAY, 28th Mar., "
MANILA	1790 tons	SATURDAY, 20th April, "

ON THURSDAY, the 28th day of February, at Noon, the STEAMSHIP PRINZ WALDEMAR, Captain W. von Seiden, with Males, Passengers, and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

TO MANILA	1st Class	2nd Class	3rd Class
TO MANILA	\$50.	\$30.	\$20.
TO NEW GUINEA	\$28.	\$18.10.	\$14.00.
TO BRISBANE	\$28.	\$18.	\$14.
TO SYDNEY	\$28.	\$18.	\$14.
TO MELBOURNE	\$28.10.	\$18.10.	\$14.10.
TO YOKOHAMA	\$24.00.	\$16.00.	\$12.00.
TO KOREA	\$24.00.	\$16.00.	\$12.00.
TO YOKOHAMA & back from KOREA to HONGKONG	\$140.00.	\$100.00.	\$70.00.

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG.

TO EUROPE via Australia and Colombo by Imperial	1st Class
TO EUROPE via Australia and America	\$97.0.0.
TO EUROPE via Australia and America	\$98.0.0.

(From Australia to New York via Vancouver by the C. P. R. Co.'s steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA, PRINZ LUDWIG, WEDNESDAY, Feb. 27.

Do ZIEFFEN, WEDNESDAY, Mar. 13.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

via Vancouver or San Francisco to NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following rates:-

TO LONDON via Plymouth or Southampton	1st Class
TO LONDON via Plymouth or Southampton	\$82.0.0.
TO BRISBANE	\$63.10.0.
TO PARIS via Cherbourg	\$65.0.0.
TO NAPLES, GENOA, via Gibraltar	0.0.0.

Passage money payable in local currency at current eight Bank Rate of Exchange on the day of payment.

For further Particulars, apply to

Norddeutscher Lloyd.

MELOCHERS & CO., Agents.

REMINISCENCES OF INTERPORT CRICKET.

By J. A. L. Reprinted from the 'CHINA MAIL' in Pamphlet Form.

To be had at the 'CHINA MAIL' Office, 8, Queen's Road Central.

Price ... 50 Cents.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO, via PORTS.

THE Steamship DAKOTAH, will be despatched for the above ports on or about MONDAY, the 4th March, 1907.

For freight and further particulars, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, February 23, 1907.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FUOCHOW.

THE Company's Steamship HAIMUN, Captain A. J. Rosson, will be despatched for the above Ports on FRIDAY, the 1st March, at 10 a.m.

For Freight or Passage, apply to

DOUGLAS, LAIPRAK & Co., General Managers.

Hongkong, February 26, 1907.

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IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

THE Steamship PRINZ WALDEMAR, Captain W. von Seiden, (Ready to load on WEDNESDAY, the 27th Feb.), will leave for the above places on SATURDAY, the 2nd March, at Noon.

This splendid Steamer is specially fitted for Passengers and is installed throughout with Electric Light.

A duly qualified Surgeon and Stewardess are carried.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD, Agents.

Hongkong, February 26, 1907.

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EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TAINIA, &c.)

THE Steamship EASTERN, Captain McArthur, will be despatched as above on SATURDAY, the

